

## REMARKS

Claims 1-7 remain pending in the present application. Claims 1 and 4 have been amended. Claim 7 is new. Basis for the amendments and new claim can be found throughout the specification and drawings as originally filed.

## OBJECTION TO THE SPECIFICATION

The abstract of the disclosure is objected to because it does not avoid using phrases which can be implied. The abstract has been amended to overcome the objection. Withdrawal of the objection is respectfully requested.

## REJECTION UNDER 35 U.S.C. § 112

Claims 1-6 stand rejected under 35 U.S.C. § 112, second paragraph, as being indefinite for failing to particularly point and distinctly claim the subject matter which Applicant regards as the invention. The claims have been amended to overcome the rejection. Reconsideration of the rejection is respectfully requested.

## REJECTION UNDER 35 U.S.C. § 102

Claims 1-6 stand rejected under 35 U.S.C. § 102(b) as being anticipated by JPU-63-158420 (of record). In cited reference JPU-63-158420, this is a gap between a fan shroud 12 and a condenser 2 (corresponding to a heat exchanger of the present invention), and part of the cooling air does not flow through the condenser 2 and a radiator 1, thereby reducing the heat releasing capacity thereof.

In amended Claims 1 and 4 of the present invention, the front end panel 400 is formed so as to enclose the circumference of the heat exchanger 200 and the radiator 100, so that all the air blown by the fan unit 300 flows through the heat exchanger and the radiator, thus, the decrease of the heat releasing capacity due to the air bypassing the heat exchanger and the radiator can be suppressed.

Thus, Applicant believes independent Claims 1 and 4, as amended, patentably distinguish over the art of record. Likewise, Claims 2 and 3, which ultimately depend from Claim 1 and Claims 5 and 6, which ultimately depend from Claim 4, are also believed to patentably distinguish over the art of record. Reconsideration of the rejection is respectfully requested.

### **NEW CLAIMS**

New Claim 7 is a dependent claim depending from amended Claim 1 and is thus believed to be allowable.

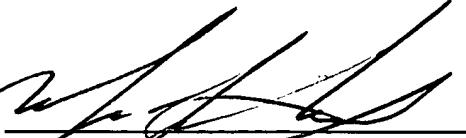
### **CONCLUSION**

It is believed that all of the stated grounds of rejection have been properly traversed, accommodated, or rendered moot. Applicant therefore respectfully requests that the Examiner reconsider and withdraw all presently outstanding rejections. It is believed that a full and complete response has been made to the outstanding Office Action, and as such, the present application is in condition for allowance. Thus, prompt and favorable consideration of this amendment is respectfully requested. If the

Examiner believes that personal communication will expedite prosecution of this application, the Examiner is invited to telephone the undersigned at (248) 641-1600.

Respectfully submitted,

Dated: May 7, 2002

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**ATTACHMENT FOR SPECIFICATION AMENDMENTS**

The following is a marked up version of the replacement paragraph and/or section of the specification in which underlines indicates insertions and brackets indicate deletions.

Please replace the paragraph beginning on Page 1, lines 5-10 with the following paragraph:

This application is based upon and claims priority from Japanese Patent Applications No. 2000-027271, filed January 31, 2000, and No. 2000-365237, filed November 30, 2000, the contents being incorporated [therein]herein by reference, and is a continuation of PCT/JP01/00681, filed January 31, 2001.

## ATTACHMENT FOR CLAIM AMENDMENTS

The following is a marked up version of each amended claim in which underlines indicates insertions and brackets indicate deletions.

1. (Amended) A front end structure of an automotive vehicle comprising a front end panel [having assembled thereon]and vehicle front end parts including at least a radiator for cooling [the] engine cooling water and a heat exchanger for cooling [the] refrigerant [circulating in a vapor compression-type refrigerator],

wherein the radiator and the heat exchanger are arranged in series with [the] respect to air flow [and]flowing through the radiator and the heat exchanger, the radiator and the heat exchanger being fixed to the front end panel, and

wherein said front end panel includes an inlet opening for introducing air into an engine compartment and a duct structure for preventing the air introduced from the inlet opening from bypassing the radiator and the heat exchanger, the front end panel being formed to enclose a circumference of the radiator and the heat exchanger, and

the front end structure further comprising a fan unit arranged upstream of the radiator and the heat exchanger [along]with respect to the air flow for blowing the air toward the radiator and the heat exchanger.

4. (Amended) A front end structure of an automotive vehicle comprising a front end panel [having assembled thereon]and vehicle front end parts including at least a radiator for cooling [the] engine cooling water and a heat exchanger for cooling [the] refrigerant [circulating in a compression-type refrigerator],

wherein the radiator and the heat exchanger are arranged in series with [the]respect to air flow [and] flowing through the radiator and the heat exchanger, the radiator and the heat exchanger being fixed to the front end panel,

wherein said front end panel includes an inlet opening for introducing air into the engine compartment, the front end panel being formed to enclose a circumference of the radiator and the heat exchanger, and

wherein the radiator and the heat exchanger are integrated with each other through a duct structural member for preventing the air introduced from the inlet opening from bypassing the radiator and the heat exchanger,

the front end structure further comprising a fan unit arranged upstream of the radiator and the heat exchanger [along]with respect to the air flow for blowing air toward the radiator and the heat exchanger.